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AWARDS MADE TO OFFICERS AT HEADQUARTERS

Four Coast Guard officers were presented with awards at informal ceremonies held at headquarters on January 10.

Rear Admiral Earl G. Rose received the Legion of Merit "in connection with operations against enemy forces in the North Atlantic Ocean area from November 20, 1943, to July 31, 1945." Admiral Rose was commander, Greenland Patrol. He is now chief operations officer of the Coast Guard.

Commander C. B. Arrington received the Navy Commendation Ribbon "for meritorious conduct" as commanding officer of the U. S. S. *Van Buren* (PF-42) "during the period April 1944 to January 1945 in the New Guinea, Halmahera, and Philippine campaigns.—At all times his performance of duty distinguished him among others carrying out comparable tasks—." Commander Arrington is chief of the Budget Division at Coast Guard Headquarters.

Capt. Clarence H. Peterson received the Bronze Star Medal for meritorious service during the assault and capture of Iwo Jima and Okinawa as "commander of a flotilla of LST's. By his initiative, perseverance, and professional ability, he maintained his task groups in forward areas for long periods of time, and organized and directed the landing of assigned troops on enemy held beaches—." Captain Peterson is now the chief, Aids to Navigation Division in charge of the operation and maintenance of buoys, lighthouses, Loran stations, and other aids to navigation.

Lt. Comdr. Joseph J. DeCarlo received the Navy Commendation Ribbon for meritorious conduct "as engineering of—

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officer of the U. S. *Cavalier* (APA-37) during several major engagements in the Pacific Theater and subsequent torpedoing of this vessel by an enemy submarine on January 30, 1945. By effectively forming an inexperienced engine room force into a highly skilled and competent unit, by his cool and capable direction at the time of a major casualty to his vessel, and by his sound judgment, initiative, and ingenuity, the vessel was able to contribute to the success of the operations in which it participated." Lieutenant Commander DeCarlo is assistant chief of the Testing and Development Division which develops and investigates possible improvements in life-saving and other service equipment.

ACADEMY ENTRANCE EXAMS TO BE HELD MAY 7 AND 8

Competitive examinations for appointment of cadets to the Coast Guard Academy are to be held at various points throughout the country on May 7 and 8.

This examination is open to qualified young men, military or civilian, between the ages of 17 and 22. Educational requirements are graduation from an accredited preparatory school or public high school, the course pursued comprising a minimum of 15 units of credit earned by June 1947, including 3 units of English, 2 algebra, and 1 unit each of plane geometry and physics.

To qualify physically, a candidate must be in perfect health, between 66 and 76 inches in height, with weight in proportion, must have 20-20 vision, uncorrected, in each eye; and must have a minimum of 20 vital serviceable natural teeth. No waivers are granted for admission to the Academy.

The Coast Guard Academy, located at New London, Conn., prepares young

¹ Published with the approval of the Director of the Budget.

men for careers as officers in the Coast Guard. Upon completion of the 4-year engineering course, a cadet is eligible for a commission as ensign in the Coast Guard and a bachelor of science degree in engineering.

USE OF RADAR IS DISCUSSED AT GREAT LAKES VESSEL OFFICERS MEETING

Radar and radarbeacons and their application to vessel operation on the Great Lakes, was the subject of an address delivered by Lt. Comdr. Guy L. Ottlinger, USCG, at the annual forum of the Great Lakes Licensed Officers Association, held at Cleveland, Ohio, on January 8.

Lieutenant Commander Ottlinger's remarks referred particularly to observations made on a recent voyage of the *S. S. John T. Hutchinson* when radar was extensively used, and to the experiences of several Great Lakes navigators with radar equipment in use during the season of navigation just closed.

One of the problems discussed was the practicability of installing "corner reflectors" on buoys at specially selected locations, such appurtenances serving to reflect radar transmissions in a very satisfactory manner. Considered in connection with this was the degree of certainty with which ordinary types of buoys could be picked up by radar at useful ranges.

Lieutenant Commander Ottlinger described the "Ramark" and the "responder beacon," and the various modifications of standard radar equipment which would be necessary if such signals were to be utilized. He also pointed out that the development of these special supplementary types of radar navigational equipment would come along only slowly and as standard radar was adopted for commercial marine navigation.

REPORT ON INTERNATIONAL WHALING CONFERENCE IS PRESENTED TO COMMANDANT

The International Whaling Conference met in Washington, D. C., on November 20, 1946. The Governments of Argentina, Australia, Brazil, Canada, Chile, Denmark, France, Netherlands, New Zealand, Norway, Peru, Union of Soviet Socialist Republics, United Kingdom of Great Britain and Northern Ireland, and the United States of America were represented by plenipotentiary delegations; and the Governments of Iceland, Ireland, Portugal, Sweden, and the

Union of South Africa were represented by observer delegations. Remington Kellogg, chairman of the delegation of the United States of America, was elected permanent chairman of the Conference and Ira N. Gabrielson, member of the delegation of the United States of America was elected vice chairman. The final session was held on December 2, 1946. As a result of the deliberations of the Conference, the following instruments were formulated and opened for signature on December 2, 1946, to remain open for signature for 14 days thereafter:

1. International Convention for the Regulation of Whaling.

2. Protocol for the Regulation of Whaling.

The Protocol contains the regulations applicable to the whaling season 1947-48 and includes all the provisions of the Protocol for the Regulation of Whaling signed in London on November 26, 1946, to apply as if in the said Protocol the words "season 1947-48" were substituted for the words "1 May 1947, to 31 October 1947." This Protocol will come into force when notifications of acceptance thereof shall have been given to the Government of the United States of America by all the Governments parties to the Protocol of November 26, 1946.

The Convention, which includes a Schedule, provides for a long-term agreement, to become effective July 1, 1948. The Convention shall, when instruments of ratification have been deposited by at least six signatory governments, which shall include the Governments of the Netherlands, Norway, the Union of Soviet Socialist Republics, the United Kingdom of Great Britain and Northern Ireland, and the United States of America, enter into force with respect to those governments and shall enter into force with respect to each government which subsequently ratifies or adheres on the date of deposit of its instrument of ratification or the receipt of its notification of adherence.

The Convention provides for the establishment of an International Whaling Commission to be composed of one member from each contracting government. This commission shall elect from its own members a chairman and vice chairman and shall determine its own rules of procedure. Recognizing that specialized agencies related to the United Nations will be concerned with the conservation and development of whale fisheries and the products arising therefrom and desiring to avoid duplication of functions, the contracting govern-

ments will consult among themselves within 2 years after the coming into force of this Convention to decide whether the commission shall be brought within the framework of a specialized agency related to the United Nations.

The Convention provides that each contracting government shall take appropriate measures to insure the application of the provisions of the Convention and the punishment of infractions against the said provisions in operations carried out by persons or by vessels under its jurisdiction. The Convention also provides that no bonus or other remuneration shall be paid to gunners and crews of whale catchers for any illegal whales taken.

The schedule, which is part of the Convention, provides that at least two inspectors shall be maintained on each factory ship for the purpose of maintaining 24-hour inspection, and that adequate inspection shall be maintained at all land stations. The schedule also forbids the taking of gray whales or right whales and the killing of calves or female whales accompanied by calves. The schedule forbids the killing of any blue, fin, sei, humpback, or sperm whales below the following respective lengths: 70, 55, 40, 35, or 35 feet. The schedule requires that copies of all official laws and regulations relating to whales and whaling and changes in such laws and regulations be transmitted to the commission. The schedule provides that the maximum catch taken during any whaling season should not exceed 16,000 blue-whale units and that blue-whale units shall be calculated on the basis that one blue whale equals (1) two fin whales or (2) two and a half humpback whales or (3) six sei whales.

MOORING BUOYS NOT CLASSED AS AIDS TO NAVIGATION

The question of the Coast Guard's authority to grant or deny requests to establish mooring buoys is one which frequently arises, because of the similarity of these objects to the buoys which the service maintains as aids to marine navigation. The following opinion in this matter has been prepared by the legal division at Coast Guard Headquarters.

A mooring buoy is a device to which a vessel may be secured in lieu of the usual custom of casting anchor. It serves the purpose of an individual ship or the ship of an individual owner, rather than being available to or serving the public generally. It fol-

lows, therefore, that a mooring buoy is not an "aid to navigation," the primary purpose of the latter being a seamark or device to aid marine navigation by pointing out or warning of dangers or obstructions, or indicating safe or good water for navigating a ship. Accordingly, it does not fall within the jurisdiction of the Coast Guard to authorize the establishment of mooring buoys, or to determine their locations, though from its general cognizance of the maritime field it may often serve to advantage in an advisory capacity on these questions. The first question concerning the establishment of a mooring buoy if within the navigable waters of the United States is whether it will constitute an obstruction or danger to navigation. This is a matter under the cognizance of the Chief of Engineers, War Department (33 U. S. C. 403), and any person contemplating the placing of a mooring buoy should obtain the approval of that agency. It is the practice of the United States Engineers, when authorizing works in navigable waters of the United States engineers, when maintenance of such lights or aids to navigation as may be prescribed by the Coast Guard, and in the case of a mooring buoy this would cover prescribing the kind, coloring, etc., of the buoy, in prescribing which care would be taken, as is understood to be done, to see that such buoy would not be confused with regular aids to navigation maintained by the Coast Guard. This is the extent of the Coast Guard's authority with respect to mooring buoys, not because a mooring buoy is an aid to navigation but for the protection of its own system of aids to navigation. (Memo for Chief, Intelligence and Law Enforcement Division, November 12, 1946.)

ADMINISTRATIVE PROCEDURE ACT AFFECTS CERTAIN NOTICES TO MARINERS

The announcements of changes in anchorage areas, and establishment, modification, or discontinuance of restricted areas, which were formerly made to the maritime public chiefly through Notices to Mariners, are now being handled in a different manner, as a result of the passage of the Administrative Procedure Act (Public Law 404, 79th Cong., 2d sess.). This act requires that regulations of this type, affecting the general public, may be promulgated only after public hearings and the publication of the regulation or alteration of a regulation in the Federal Register.

Under the new procedure required by law, and instructions issued by the commandant, publication of information regarding anchorages and restricted areas will be made in the Notices to Mariners only after official promulgation in the Federal Register. Publication in the Federal Register will constitute legal notice, and republication in Notices to Mariners will be for information only, and will refer to the official source of the material.

REAR ADMIRAL JOHNSON DICTATES TECHNICAL ASPECTS OF ICE-BREAKING CUTTERS

"Development of Ice-Breaking Vessels for the United States Coast Guard" is the title of an address delivered by Rear Admiral Harvey F. Johnson, USCG (retired), at the annual meeting of the Society of Naval Architects and Marine Engineers, in November of last year, and which has been published by the Society, with numerous illustrations. In this technical paper, Rear Admiral Johnson reviewed the manner in which the Coast Guard became involved in ice breaking, both as a peacetime and wartime activity. He analyzes the hull structure and power plants of various Coast Guard ice-breaking vessels, and makes scientific comparisons between these and ice-breaking vessels built in other countries.

The following excerpts are of general interest:

The first Coast Guard acquired vessel especially strengthened for work in ice was the renowned *Bear*, a wooden vessel built in Scotland in 1878 for sub-arctic ice work. The *Bear* was replaced by the *Northland* in 1927, and both vessels rendered invaluable duty during the recent war. Other cutters incorporating ice operating features were the *Ossipee*, built in 1914, the *Kickapoo*, altered in 1926, and the six vessels of the *Escanaba* class built during the period from 1931 to 1935.

The *Raritan* and *Naugatuck* were the first Coast Guard vessels designed primarily with ice-breaking characteristics. They are single-screw, Diesel-electric harbor cutters of 110 feet length over-all, 10½ feet draft, 328 tons displacement, and 1,000 shaft horsepower. Use was made of experimental formulas to correlate hull form, hull strength, and horsepower. These first vessels were completed in April 1939, and have proved very successful in service by breaking sheet ice 20 inches thick without resorting to charging and ramming. The service obtained from these vessels was

gratifying, as it indicated that the basic theories upon which the design was developed were sound. During the recent war these vessels worked under very severe ice conditions without suffering hull damage. All subsequent harbor cutters built have been modeled to this same design, with but minor changes to lines, hull details, and machinery.

The next ice-breaking vessel to be designed by the Coast Guard was the *Cactus*, a single-screw Diesel-electric buoy tender of 180 feet length over-all, 12 feet maximum draft, 935 tons displacement, and 1,000 shaft horsepower. This cutter had approximately the same hull form and general structural arrangement as that incorporated so successfully in the harbor cutters.

In 1940 naval operations in the vicinity of Greenland developed the need for an ice-breaker to cope with the ice conditions existing offshore and in the fjords. Based on the general duty requirements known at that time, the cutter *Storis*, which is somewhat larger than the *Cactus* class but of the same general type, was built. The general dimensions of the *Storis* are: Length over-all, 230 feet; maximum draft, 15 feet; displacement, 1,715 tons; shaft horsepower, 1,800; main propulsion, Diesel-electric and single screw.

The war emergency which developed late in 1940 indicated the need for the construction of powerful ice-breakers as soon as possible. From a study of the ice conditions on the coasts of Greenland it was determined that two types might be required—one type with a bow propeller for work in west coast of Greenland fjords, where ice was reported to be quite solid and of unusual but uniform thickness during certain seasons of the year, and another type, with no screw forward, for operation in the heavy storms along the east coast. However, it was believed possible to use identical propulsive arrangements for both areas by substituting a shaft tube cap for the bow wheel and shaft when working on the east coast.

The outstandingly successful Swedish ice-breaker *Ymer* offered the closest approximation to the problem in hand, in that considerable power was installed in a ship of relatively short length, and it served as a prototype for the development of the *Northwind*-class vessels. The dimensions and characteristics determined upon were as follows: Length, 269 feet; beam, 63 feet 8 inches; draft, 25 feet 9 inches, at a displacement of 5,040 tons, with 10,000 shaft horsepower driving three propellers.

Upon completion these vessels went into service with telling results around Greenland and in Russian waters. They were instrumental in destroying German weather stations on the east coast of Greenland; they towed disabled vessels out of the ice and opened navigation for the supply ships to the Siberian ports in the Sea of Okhotsk and the Arctic. Officers attached to these ice-breakers while operating in these northern areas report that the vessels when using the bow propeller broke solid sea ice up to 5 feet in thickness at about 4.8 knots. Without the bow propeller in use they can open channels through 10-foot broken polar ice, frozen together, at a speed of approximately 1 knot, by backing and ramming.

A study of ice conditions on the Great Lakes determined that the design for this area should be an ice-breaker with a bow propeller similar to that of the *Northwind* but with special emphasis on draft and beam. The depth of channels of the major harbors, depth of water over lock sills, and drydock facilities, were important factors in considering the draft. As channel widths preclude ready maneuverability, the beam was required to be sufficient to open a passage greater than the widest cargo vessel on the Great Lakes. The dimensions and characteristics of the Great Lakes ice-breaker *Mackinaw*, built for this service, are: Length over-all, 290 feet; beam molded, 74 feet 4 inches; draft, 19 feet, at a displacement of about 5,000 tons, with 10,000 horsepower driving three propellers. Upon completion, this vessel went into service on the Great Lakes assisting winter delivery of naval vessels and priority materials. This cutter has operated successfully under the extreme ice conditions found to date on the Great Lakes, such as windrows, sheet ice, and drift ice.

The winter activity of naval vessels on the Great Lakes and the necessity for shipment of priority materials required that the waterways from the Great Lakes to ice-free water on the Mississippi be kept open for navigation. The towboat companies on the rivers have had some success in breaking thin ice by pushing a loaded barge ahead of a towboat. The Coast Guard used this general idea in developing ice plows for attachment to the bows of Coast Guard river cutters and leased river towboats. The general principle of the ice plow was developed in the Netherlands for tugs and river towboats. An ice plow is a shallow-draft triangular-shaped pontoon, of robust construction, with suffi-

cient buoyancy to support its weight and a part of the weight of the towboat bow. The maximum beam of an ice plow is about one and one-half times the beam of the towboat or sufficient to clear a channel wider than the convoyed vessels. The shape of the ice plow coupled with the power in the towboat is responsible for the excellent results obtained with plows in keeping the waterway from Lake Michigan to free water on the Mississippi open for movement of naval vessels during the winters of 1942-1944.

The watertightness and weight economy obtained by the use of welded type of construction has been so pronounced that such construction was adopted in the *Raritan* class cutters built in 1939. The outstanding performance of that class led directly to the use of welding for subsequent ice-breakers. Medium steel was utilized for all ice-breakers except the *Northwind* class, on which high tensile steel was used for the shell plating, primarily to take advantage of the high yield strength of this material. Navy Department specifications for welding have been followed on all work. The welded hulls have performed exceedingly well in service. Little or no hull damage has been sustained from the rigorous service to which the vessels were subjected as compared with the difficulties encountered with riveted hulls.

Diesel-electric propulsion has been chosen for all ice-breaking cutters. The largest of these plants are installed in the *Northwind* class and in the *Mackinaw*. The method of controlling the engines is common to all Coast Guard ice-breakers. For the purposes of this paper, a description is given of only these largest plants.

The power plant of the *Northwind* class and of the *Mackinaw* consists of six 2,000-horsepower Diesel engines, each driving a direct-connected direct-current generator, developing 900 volts at 810 revolutions per minute, which in turn drive three motors, one forward and two aft. The machinery is installed in six compartments; namely, three generator rooms, two after-motor rooms and one forward motor room. Each generator room contains two main generators; the forward and after rooms in addition have installed two auxiliary Diesel-driven generators developing 200 kilovolt amperes of 440-volt 60-cycle current. The midship generator room contains the evaporator and heelng-trimming pump control station.

The main propulsion control is so arranged that all the power may be put on

the two after shafts or the power may be divided between all three shafts through propulsion motors directly connected to the shafts. The generators are connected for parallel operation to obtain desirable power combinations as minimum size of main propulsion cable will be obtained with the 900-volt system used. When the power is divided between the two after shafts for full power, three Diesel-engine generator sets are connected in parallel and each shaft produces 5,000 horsepower when running free. It is possible to divide the power between three shafts, with two generator sets per shaft, and develop 3,300 horsepower on each shaft.

**MEDALS, DECORATIONS AND
COMMENDATIONS AWARDED
COAST GUARD PERSONNEL**

The following list supplements those published in the February 1946, and December 1946, issues of the COAST GUARD BULLETIN. The present list includes awards of the Silver Star Medal, Legion of Merit, Distinguished Flying Cross, Navy and Marine Corps Medal, Bronze Star Medal, Air Medal, and Commendation Ribbon. Awards in the following categories will be listed in the March issue of the COAST GUARD BULLETIN: Presidential Unit Citation, Navy Unit Commendation Ribbon, Silver Life Saving Medal, Commandant's Citation, Commandant's Commendation Letter, Forças Expedicionária do Brasil, Decoration of the Order of the British Empire, Medalha de Campanha Brasil, Most Excellent Order of the British Empire, Canadian Air Force Cross, Cross of the Commander of the First Degree Order of Danborg, De L'Ordre National Honneur et Merite, Polonia Restituta Second Class, Poland, Italian Order of the Saints Maurice and Lazarus, and the Order of Military Merit of Brazil.

SILVER STAR MEDAL

Centofanti, Enio J., S1c (R).
Eckardt, Garnet H., MoMM1c (R).
Fritch, Rollin A., S1c (R).
Garrett, Arthur O., ensign.
Gerczak, Joseph, SM1c (R).
Hughes, Charles J., S1c (R).
Johnson, Charles F., BM2c.
King, Sam W., Cox.
Martin, Ralph E., S2c.
Oneto, Anthony L., lieutenant (jg).
Owens, Thomas E., S1c (R).
Seutter, Donald J., SC2c (R).
Wilk, Stanley, lieutenant.

LEGION OF MERIT

Barnard, Philip E., CBM.
Chalker, Lloyd T., rear admiral.
Coffin, Eugene A., commodore.
Dimick, Chester E., captain.
Donnell, Kenneth W., commander.
Ford, Alexander L., commander.
Gorman, Frank J., rear admiral.
Gulick, Merle A., captain.
Kelly, Herbert J., lieutenant commander (R).
Kenner, Frank T., captain.
Lawler, Joseph J., commander (R).
Michel, Carl, rear admiral, USPHS.
Mulleri, Bruno C. F., lieutenant commander.
MacDiarmid, Donald B., commander.
Pine, James, rear admiral.
Roach, Philip F., rear admiral.
Rose, Earl G., rear admiral.
Ryan, Michael J., commodore.
Scammell, William K., rear admiral.
Stratton, Dorothy C., captain (WR).
Towle, William F., rear admiral.
Wendland, James C., commander.
Yeandie, Stephen S., captain.
Zeusler, Frederick A., rear admiral.

DISTINGUISHED FLYING CROSS

Burke, Richard L., commander (Gold Star in lieu of second).
Kleisch, August, lieutenant.
Vaughn, Clement, lieutenant commander.

NAVY AND MARINE CORPS MEDAL

Adams, Robert H., S1c (R).
Anderson, Ronald R., S2c.
Britton, Mack G., ACRM.(CA).
Eastman, Jesse E., lieutenant, commander.
Hadden, Robert G., SM2c (R).
Keller, William R., CPhM.
Kendell, Kenneth G., Cox (R).
Kirk, Hobart J., CWT.
Merritt, Charles T., S1c (R).
McCabe, Michael A., lieutenant (jg).
Roarke, Richard C., Sp(PS)1c (R).
Williams, Robert H., Sp(F)2c (R).

BRONZE STAR MEDAL

Andrews, Bernard R., Jr., lieutenant.
Anthony, Henry M., commander.
Banks, George L., SC2c (in lieu of Navy and Marine Corps Medal).
Barber, Carter, Sp(PR)1c (R) (in lieu of Navy and Marine Corps Medal).
Beck, Rollo, BM1c (R).
Booth, John P., lieutenant (jg).
Boyette, James, S1c (in lieu of Navy and Marine Corps Medal).
Bresman, Joseph A., commander.
Dean, Charles W., captain.
Dodd, Neal D., S0M3c.
Eversfield, William, S1c.

Fried, Robert A., BM2c (R).
 Fulcher, William U., lieutenant.
 Gibbs, Isaac K., CBM.
 Haunigan, John F., BM2c (in lieu of Navy and Marine Corps Medal).
 Heliger, Francis J., lieutenant.
 Hobbs, Robert K., BM2c (R).
 Hopper, William D., Jr., WTiC.
 Ivy, Charles B., MoMM1c.
 Jadro, Edward P., lieutenant.
 Johnson, Owen J., lieutenant (jg).
 Kashinskas, Jerome F., MoMM1c.
 Kelley, Thomas N., lieutenant commander.
 Kenner, William W., captain.
 Kimball, Richard S., BM1c (R).
 Lee, Melvin S., HA2c (R).
 Mauerman, Raymond J., captain.
 Mulhern, Raymond K., BM2c (R).
 Mutrie, Joseph A., lieutenant commander.
 MacDonald, Everett W., MoMM1c (R).
 Nelson, Foster O. W., Jr., Lieutenant.
 Nikolenko, Nicholas, BM2c (R).
 North, James B., BM2c.
 O'Brien, Esmonde F., Jr., lieutenant (jg).
 Olsen, Severt A., captain.
 Parker, Robert K., MoMM1c (R).
 Peterson, Clarence H., captain.
 Prestidge, James C., CMoMM (R).
 Radke, Charles W., lieutenant.
 Rahle, Oliver, lieutenant commander.
 Risser, Gordon K., BM2c (R).
 Salt, John A., lieutenant.
 Scoles, Robert D., BM1c (R).
 Sias, Howard M., lieutenant commander.
 Smith, Richard R., commander.
 Steinmetz, John L., captain.
 Sweeney, William F., GM3c.
 Thorigal, Gordon P., BM2c (R).
 Waldron, Robert, lieutenant commander.
 Zeusler, Frederick A., rear admiral.

AIR MEDAL

Adams, John H., AOM1c.
 Allen, Bernard W., ARM1c (R).
 Biebr, Bruce A., GM1c.
 Blish, Howard J., lieutenant (jg).
 Bowers, Maurice L., lieutenant.
 Boyajian, Edward A., AMM1c (R).
 Branstrom, Nels A., AMM2c (R).
 Brocklehurst, Charles E., CRM.
 Brockway, Edward D., AMM2c (R).
 Brooks, Jeremiah P., AMM1c.
 Brown, Graham J., AMM1c.
 Cade, Ross D., ACRM.
 Cavig, George, AMM2c (R).
 Coffee, William H., ensign.
 Cromwell, William J., ARM2c (R).
 Cupples, Andrew J., ensign.
 Curtis, George A., AMM2c (R).
 DeFreest, David W., AP1c.
 Edgmon, Alfred A., AP1c.
 Eperly, Vinton A., AMM1c (R).

Etheridge, Charles S., AMM1c.
 Evans, Gilbert R., lieutenant commander (Gold Star in lieu of second).
 Fendley, Robert W., ensign.
 Ferguson, Joseph H., AMM1c.
 Frost, Grant N., AMM1c.
 Fryzel, Edward S., ARM1c (R).
 Gerbino, Anthony, AMM1c.
 Goodwin, William B., RM1c.
 Gust, Louis, Jr., CAP.
 Hayes, James C., RM2c (R).
 Hayman, Otis W., AOM2c.
 Hogan, Joseph A., AMM2c.
 James, Henry C., ARM1c.
 Johnson, Reinhold R., lieutenant commander.
 Kimball, Richard S., BM1c (R).
 Knox, Roland S., ARM1c.
 Kreger, Sidney E., lieutenant.
 Kropf, Elba P., AP1c.
 Lawlis, Robert L., ensign.
 Locke, Joyce D., AMM1c (R).
 Maguire, Charles C., AOM1c.
 Markobrada, Walter N., GM2c (R).
 Mason, Woodrow H., ARM1c.
 Merrill, Eddie F., AMM1c.
 Migliori, Gaetano, RM1c.
 Moore, Bernard, ARM1c.
 Morell, Donald M., lieutenant.
 Mortensen, Henry E., ARM1c.
 Mueller, Truman M., ARM1c.
 McGovern, Gerald E., lieutenant (jg).
 McKernan, Samuel S., AMM1c.
 McWilliams, Theodore, lieutenant (jg).
 Novak, John, RM2c (R).
 Nyegard, Lawrence K., AMM2c.
 Osterburg, Ralph E., CAP.
 Ottem, Warren L., AMM1c.
 Pauk, Harold M., AMM1c.
 Perkins, Allen F., lieutenant (jg).
 Pugliese, Robert A., AMM2c (R).
 Reading, Edward J., AMM2c (R).
 Richard, Leo J., AMM1c.
 Riggs, James L., lieutenant (jg).
 Robe, William E., AP1c (R).
 Shehtanian, Vrege R., GM2c (R).
 Sierawski, Felix J., ARM2c.
 Skadra, Everett A., AP1c.
 Snyder, Henry, AMM1c.
 St. Onge, Joseph E., ARM2c.
 Swain, Grover C., RM1c.
 Tangherlini, Louis A., ARM1c.
 Taylor, Donald E., CRM.
 Trombley, James E., GM1c (R).
 Wallace, Joseph B., AMM1c.
 Wells, Lyman C., BM2c.
 White, George W., AMM1c.
 Yeager, Joseph A., AMM1c.
 Young, Oliver S., AMM1c.
 Zeyorowski, Leo S., AMM2c.

COMMENDATION RIBBON

Abbott, Samuel, Jr., SoM3c (R).
 Ackerman, Andrew G., Jr., CCM (R).
 Adams, Edward J., lieutenant (jg).

Alexander, Edward A., CWT.
 Allen, Nelson W., SoM2c (R).
 Allen, S. E., lieutenant commander.
 Anderson, Langford, lieutenant commander.
 Anderson, Rudolph A., lieutenant.
 Appel Edward L., AMM1c.
 Arnold, Erie D., MoMM3c (R).
 Arrington, Charles B., commander.
 Baker, Ludlow S., lieutenant.
 Barrington, Carl A., MoMM3c (R).
 Bates, Albert J., CBM.
 Beal, Ira A., Jr., CGM.
 Bell, Ora L., S1c (R).
 Bennett, Louis L., captain.
 Berard, Gilbert, CCM.
 Bernard, Lawrence J., captain.
 Blauciak, Daniel J., S1c.
 Boner, Robert M., S1c.
 Borromey, Romeo J., commander.
 Bovard, Benjamin L., S1c (R).
 Brooks, Earle G., commander.
 Grossman, Thomas J., WT3c (R).
 Burrus, Luther R., BM2c.
 Burt, Robert F., lieutenant (jg).
 Cankar, Frank, lieutenant.
 Capps, Robert E., S1c.
 Carlough, Leroy J., S1c (R).
 Carr, Frederick W., lieutenant (jg).
 Chase, Peter, ensign.
 Clark, Benjamin P., lieutenant commander.
 Coburn, Winston T., SoM3c (R).
 Coleman, Eben M., GM3c (R).
 Combs, Edward W., III, BM2c.
 Coombs, Robert E., captain.
 Coppins, John H., BM2c.
 Cornell, John H., commodore.
 Cousins, Morris W., CMM.
 Cox, Joe M., Jr., BM2c.
 Craft, Albert B., Jr., lieutenant (jg).
 Crimmins, John D., lieutenant (jg).
 Crye, Warren G., BM1c (R).
 Daniels, Louis A., S2c (R).
 Deane, John C., lieutenant (jg).
 DeCarlo, Joseph J., lieutenant commander.
 DeLamarter, Donald E., Cox (R).
 Dempsey, William H., commander.
 Denk, Michael T., S2c (R).
 Dillon, Frederick P., commodore.
 Dirks, John A., commander.
 Dixon, John J., lieutenant commander.
 Dolan, Thomas D., BM1c (R).
 Donahue, Robert, BM2c (R).
 Dorfman, Bernard, Cox.
 Douglas, Sidney W., lieutenant (jg).
 Doyle, Harry A., BM1c.
 Drisko, Donald A., AMM1c.
 Driscoll, Thomas F., RM2c (R).
 Dugan, Clarence L., S1c (R).
 Duncan, Albert D., S1c (R).
 Ehlers, Gosch L., lieutenant.
 Ellis, Merle D., S2c (R).
 Elmer, Robert E. P., Jr., lieutenant (jg).
 Ernst, Robert J., lieutenant commander (Army).
 Fairbank, J. E., captain.
 Farrish, James A., BM2c.
 Farrari, Frank J., CMM.
 Fick, Edward N., BM2c (R).
 Finch, Jack H., StM2c (R).
 Finger, Charles E., lieutenant (jg).
 Fink, Morton M., SoM3c (R).
 Flowers, Roy B., BM1c.
 Fogel, John R., F1c (R).
 Forney, John H., commander.
 Forrest, Earl M., Cox.
 Forrester, Jack E., lieutenant (jg).
 Francesconi, Enzo, CSM.
 Fried, George, captain.
 Frye, Lowell B., lieutenant (jg).
 Galloway, Grady R., lieutenant (jg).
 Geist, Sidney R., Jr., lieutenant (jg).
 Genome, Fred J., CMM.
 Geohegan, William C., Jr., lieutenant.
 George, Melvin F., S1c (R).
 Gielow, Francis H. P., GM2c (R).
 Glynn, William M., BM1c.
 Goodwin, Stuart B., CBM.
 Gradin, Ellis F., lieutenant commander.
 Green, Harold W., BM2c.
 Greenspun, Joseph, captain.
 Grossweller, Irvin L., MoMM3c (R).
 Haffert, William A., Jr., Sp(PR)1c (R).
 Hall, Norman B., lieutenant commander.
 Hand, Robert F., CS1 (PS) (R).
 Harmer, William G., BM2c.
 Harsfeld, Leon, SoM2c (R).
 Hearn, Gerard A., lieutenant (jg).
 Hearn, Gerard A., lieutenant (jg) (Bronze Star in lieu of second).
 Hedges, Kenneth M., S2c (R).
 Hellman, Paul B., lieutenant.
 Henderson, John, surftman.
 Hendricks, Charles W., S2c (R).
 Hess, Leon A. T., BM1c.
 Hickey, William L., MoMM2c (R).
 Hofstetter, Seymour, CPhoM (R).
 Hogue, Alfred J., Lieutenant.
 Hoisington, Richard E., SM3c (R).
 Hollern, Daniel F., SoM3c (R).
 Holloman, Farrol D., Cox (R).
 Houghtaling, Edward H., lieutenant commander (R).
 Howard, Robert C., S1c (R).
 Hunter, Harold A., GM2c (R).
 Huis, William A., CBM (R).
 Ingalls, Howard S., lieutenant.
 Irwin, Charles B., lieutenant.
 Jackson, William W., PhM3c (R).
 Janczyluk, Joseph P., CBM.
 Jefferies, Robert F., Cox (R).
 Jennings, Glen S., lieutenant.
 Job, Walter T., CMoMM.
 Jones, Roscoe N., Jr., Cox (R).
 Jordan, Chester L., commander (army).
 Julius, William D., RM2c (R).
 Jumonville, Felix J., lieutenant (jg).
 Kapner, Harold, ensign.

nder
 Keene, Henry C., Jr., lieutenant.
 Kelly, James L., CQM.
 Kelz, Gerhard K., lieutenant.
 Kerrigan, Edward P., BM2c.
 Kimberly, James H., commander.
 Kingsley, Arthur B., lieutenant (Jg).
 Kniskern, Henry P., Lieutenant commander.
 Kobialka, Edmund R., machinist.
 Kostival, Joseph J., S1c (R).
 Kron, Eldred J., lieutenant (Jg).
 Kurta, Stanley B., lieutenant (Jg).
 Kutzler, James D., Jr., CMoMM.
 Langevin, Edmund F., SM2c (R).
 Larson, Peter F., S2c (R).
 Lastinger, Claude L., S1c (R).
 Leach, Warren D., lieutenant (Jg).
 LeMay, Jesse V., MoMM2c (R).
 Lendvay, Paul J., BM2c.
 Lewis, Ernest J., BM1c.
 Lewis, Stanley E., lieutenant.
 Lord, Samuel J., lieutenant.
 Lorentzen, Laurence D., SC3c (R).
 Lowe, William H., captain.
 Lumpkin, John H., lieutenant commander.
 Lynch, Gilbert L., commander.
 MacLane, Gordon W., captain.
 MacLean, Clifford R., commander.
 Magnuson, James L., BM2c.
 Magnusson, Magnus G., lieutenant.
 Manevitch, Robert R., RdMM3c (R).
 Marshall, William J., Jr., SM3e (R).
 Martin, George A., lieutenant.
 Marts, Arnaud C., captain.
 Matthews, Richard A., MoMM1c.
 Mellott, Davis, lieutenant.
 Melton, Earl MM2c (R).
 Mercay, Arch A., commander.
 Merrill, Robert T., captain.
 Miller, Raymond M., ensign.
 Miller, Samuel R., CM1c (R).
 Miner, Frank E., lieutenant commander.
 Mirakain, Joseph J., MoMM3c.
 Morgan, Harry L., lieutenant commander.
 Morrison, Walter, lieutenant (Jg).
 Moultou, William H., lieutenant commander.
 Mueller, Robert A., BM1c.
 Murray, Russel M., S1c.
 McCabe, Frank M., lieutenant commander.
 McCall, Daniel F., Jr.
 McCann, Gerald R., CSp (PR) (R).
 McGuire, Malcolm C., lieutenant.
 McNamara, James C., S1c (R).
 McNeil, Donald C., captain (two).
 Niles, Palmer A., commander.
 Nims, George L., SC2c (R).
 Nirschel, Fred W., lieutenant commander (R).
 Nix, Ralph R., assistant surgeon, USPHS.
 Norman, Arvid E., lieutenant.

Olson, Carl R. G., F2c (R).
 O'Neal, Maltire N., CMoMM.
 Owens, Harry, CMoMM.
 Padur, John D., Cox (R).
 Pairan, William E. R., S1c (R).
 Paras, James, BM2c.
 Patrick, Clyde F., Jr., Sic (R).
 Pearson, Gustave W., Lieutenant commander.
 Peggs, Frederick M., PhMM3c (R).
 Pelt, Harry, S1c (R).
 Peltier, Norman A., lieutenant (Jg) (army).
 Pennamen, Robert C., S1c (R).
 Pichon, Earl J., S1c (R).
 Plummer, John H., lieutenant (Jg).
 Pois, Joseph, captain.
 Polihronopolos, Angelo, S1c (R).
 Pollard, Francis C., commander.
 Prause, Robert H., lieutenant.
 Preble, Stanley P., BM1c.
 Quinn, George C., AS (R).
 Raney, Roy L., captain.
 Rawsthorne, John W., Jr., lieutenant.
 Rayeroff, George E., Jr., lieutenant (Jg).
 Reynolds, Francis S., BM2c.
 Rice, Harold D., lieutenant commander (TR).
 Rich, Woodward B., lieutenant.
 Richardson, Herbert H., CY.
 Ridenour, Robert G., ensign.
 Roberts, Henry T., BM1c (R).
 Rodgers, Daniel C., MoMM3c (R).
 Rodgers, Harold E., Cox (R).
 Rood, Robert E., MoMM3c (R).
 Roseberry, Milmo W., GM3c (R).
 Rosenfeld, William M., ensign.
 Roulet, Valeriano J., BM2c (R).
 Rutkowski, Edward J., SM2c (R).
 Sanders, Homer A., BM2c (R).
 Schmitz, Oliver E., Cox.
 Schwartz, Gerald, S1c (R).
 Seidman, Robert B., lieutenant.
 Shanks, Leon D., GM1c (R).
 Shively, Bruce E., lieutenant (Jg).
 Shively, Donald E., lieutenant (Jg).
 Sieg, James E., GM1c.
 Smeeding, Edwin C., Jr., BM1c.
 Smith, Paul V., CBM (R).
 Smyth, Robert A., captain.
 Solarl, William J., lieutenant (Jg).
 Sperher, Nathaniel H., pho. (R).
 Steed, Lamarr W., SM1c.
 Stephenson, David J., SoM3c (R).
 Stephenson, Robert A., F1c (R).
 Stober, Carl H., commander.
 Swinarski, Henry F., S1c (R).
 Taylor, Jesse G., CM2c (R).
 Taylor, Oliver A., Jr., SoM3c.
 Thomas, Charles W., captain.
 Thuet, William H., BM1c (R).
 Tucker, Gaston H., MoMM3c (R).
 Tyas, Henry W., Jr., ensign.
 Tynor, Philip B., Cox (R).
 Uhden, Peter P., Cox (R).

Vautrain, Charles E., Jr., lieutenant.
 Verreen, Gibbs S., BM2c.
 Vooris, George R., S1c (R).
 Walcott, Roger N., lieutenant commander.
 Waldron, Robert, lieutenant commander.
 Watkins, Thomas H., SoM2c (R).
 Watts, Merle H., CBM.
 Weeks, William A. R., MoMM3c (R).
 Weigand, Karl, MoMM3c (R).
 Weis, Daniel D., CSM.
 Wettermark, Eugene C., S1c.
 Whitehead, Reginald E., S1c (R).
 Whitman, George F., Cox.
 Wilkie, Leland O., lieutenant.
 Wilkison, Harty, lieutenant commander.
 Williams, Lawrence J., BM1c.
 Wilson, Kenneth E., lieutenant.
 Winslow, Charles E., lieutenant.
 Winslow, James A., CMM.
 Wollett, David E., CGM.
 Woodley, Harold F., S1c (R).
 Woodward, Milton H., CWT (R).
 Yost, William H., commander.

A. B. SIMONS RETIRES

Completing 48 years of service in the Federal Government, Mr. Adelbert B. Simons, a civilian employee in the aids to navigation division at Coast Guard headquarters, retired on January 31. Mr. Simons first entered the Government service in 1898 as a member of a field party of the Coast and Geodetic Survey working in the Chesapeake Bay area. In 1900 he obtained a permanent appointment in the Washington headquarters of the same service.

In 1908 Mr. Simons transferred to the Lighthouse Board, then in the Department of Commerce and Labor, remaining with that agency until its consolidation with the Coast Guard in 1939. Mr. Simons, an assistant engineer, was for many years engaged in the preparation and editing of Notices to Mariners and the Light Lists.

NEW PAMPHLET, COMPARATIVE RULES OF THE ROAD, IS ISSUED

"Comparative Rules of the Road and How to Obey Them," a publication of 204 pages, has just been issued, and is available to the public through the Superintendent of Documents, Washington 25, D. C., at 45 cents per copy.

According to the foreword, in this pamphlet will be found, in substance, the rules and regulations for the prevention of collisions, now in effect on the high seas and on various inland waters of the United States. They are

abbreviated, edited, and arranged according to subject matter and geographical application, with brief explanatory notes where needed for the sake of clarity, or to disclose ruling court decisions.

FIFTY YEARS AGO

A new type of fog signal being installed on certain lightships 50 years ago was the steam chime whistle. In 1897 such whistles were being installed on Boston, Pollock Rip, and Winter Quarter Shoals lightships. The whistles were 12 inches in diameter.

CHANGES IN ASSIGNMENT

Captain Henry C. Perkins, from 11th Coast Guard District to Commander in Chief, Allied Forces, Pacific.

Captain Stanley C. Linholm, from Commander, Western Area, to Commander, Coast Guard Activities, Naval Forces, Philippines, and Commander, Western Pacific Section, 14th Coast Guard District.

Captain Richard M. Hoyle, temporary duty 13th Coast Guard District made permanent, assigned duty as operations officer and deputy group commander.

Commander David O. Reed, from 12th District Office to Western Area Office. Commander George R. Leslie, from *Haida* to *Onondaga* as commanding officer.

Commander Montagu F. Garfield, from *Campbell* to 3d District Office for temporary duty pending further assignment by Headquarters.

Commander Theodore J. Harris, from Coast Guard Air Station, Salem, Mass., to Academy.

Commander Herbert F. Walsh, from *Pontchartrain* to *Ingham* as commanding officer.

Commander Eric A. Anderson, from *Ingham* to 1st Coast Guard District. Commander Oscar C. Rohnke, from *Tampa* to *Campbell* as commanding officer.

Commander Marion Amos, from 12th Coast Guard District to *Kukui* as commanding officer.

Commander Robert T. Alexander, from Commander, North Atlantic Ocean Patrol, to Headquarters as Chief, Testing and Development Division.

Commander Kenneth S. Davis, from 1st Coast Guard District to Academy.

Lt. Comdr. George M. Schellenger, from 7th Coast Guard District to Commander, North Atlantic Ocean Patrol.

Lt. Comdr. Lance J. Kirstine, from *Kukui* to Commander, 12th Coast Guard District.

Lt. Comdr. William B. Ellis, from 7th Coast Guard District to Academy.

Lt. Comdr. Adrian K. Werner, from *Tamara* to Academy.

Lt. Comdr. Arthur H. Arnold, USCGR, from Marine Inspection Office, Baltimore, Md., to Headquarters for temporary duty pending release to inactive duty.

Lt. Comdr. Victor Pfeiffer, from Commander, 3d Coast Guard District to Academy.

Lt. Comdr. Emil E. Stienbeck, from Marine Inspection Office, Portland, Oreg., to Marine Inspection Office, San Francisco, Calif.

Lt. Comdr. Harold J. Babbitt, orders to *Storis* canceled.

Lt. Comdr. Richard L. Mellen, from Coast Guard Air Station, Biloxi, Miss., to Coast Guard Air Station, Traverse City, Mich.

Lt. Comdr. Ernest A. Simpson, from temporary duty 3d Coast Guard District to Coast Guard Repair Base, Staten Island, N. Y., as executive officer.

Lt. Comdr. Clarence H. Waring, Jr., from *Dione* to *McCullough* as executive officer.

Lt. Comdr. William E. Schweizer, temporary duty Marine Inspection Office, Norfolk, Va., made permanent.

Lt. Comdr. James N. Schrader, from North Atlantic Ocean Patrol to Coast Guard Air Station, Brooklyn, N. Y.

Lt. Comdr. Robert W. Goehring, from *Owasco* to *Storis* as executive officer.

Lt. Comdr. Audrey A. Scott, USCGR, released to inactive duty.

HOME PENDING RETIREMENT

Lt. Comdr. Edward J. Fleming, USCGR.

Lt. Comdr. James S. Schryver, USCGR.

RETIREMENTS

Capt. Edward H. Fritzsche.

Capt. Robert C. Sarratt.

Commander William C. Helbig.

Commander Frank B. Lincoln.

Lt. Comdr. John Ask.

Lt. Comdr. Paul E. Clement.

Lt. Comdr. Rolla W. Sicafoose.

Lt. Comdr. James R. Balderson, USCGR.

Lt. Comdr. Aldan T. Cooper.

Lt. Comdr. Albert C. Gross.

Lt. Comdr. Thomas G. Deegan (30 years).

Lt. Comdr. William H. Jackson (20 years).

Lt. Comdr. Kenneth S. McCann.

